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SECURITY INFORMATION

COUNTRY East Germany

REPORT

Schorfheide Airfield

25X1

TOPIC 25X1

EVALUATION PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED

3 August 1953

REFERENCES

PAGES 4 ENCLOSURES (NO. &amp; TYPE) 1 - sketch on ditto

REMARKS

1. On 6 June 1953, strips 1 and 5 of the runway at Schorfheide airfield had been concreted up to about 2,800 meters. The individual concrete slabs of the runway strips were 7.4 x 7 meters. Strip 3 was completed and had a total length of 3,500 meters. Work on strip 2 had started from the west end. The concreting of strip 2 started at the east end on about 3 June. The work on the strips was completed in the following sequence: ground was leveled and rolled; ground was covered with felt paper; concrete was spread over the paper. Source stated waxed paper had been substituted for the felt paper but had proved unsuitable. Source believed that concreted strips 1 to 5 would be built first and not, as had been planned, strips 1, 3, 5, 7, 9, and 11. He thought that the change was made because the concreting work on strips 6 through 11 required a shifting of the field railroad. A total of 42,681.48 square meters and 57,185.48 square meters were concreted respectively from 13 April to 27 May and from 13 April to 3 June 1953. Surveying engineer Huebner (fnu) stated that the elevation of the cross section in the middle of the runway would be 15 cm and that the runway would slope about 4 meters from east to west. Ten van-like trucks of Hungarian make, which had pneumatic tires, were employed to haul concrete from the mixers to the working places and would replace the field railway for which no more rails were available.<sup>1</sup>

2. Kutscher (fnu), commercial manager of the underground work section, stated that delays resulted from the insufficient capacity of the two cement mixers. He said preparations were under way for the construction of a new mixing installation east of the field. He also said that water pipes to this installation from Beber Lake had been laid during the first days of June.

3. The total labor employed at the airfield in late May numbered 2,059 with most of the workers being engaged in the subsurface construction. A total of 202 construction workers during the first days of June were employed on the surface construction and 90 percent of the billeting areas had been completed. Source learned from a situation report, which had to be submitted every 10 days, that the construction of subsidiary installations had not yet been started at the airfield. In early June, the site, which had No. W 101, had the cover designation "Shumotov Unit". Lieutenant Colonel Shumotov (fnu) had recently been appointed as construction supervisor.<sup>2</sup>

4. Work on the spur track was continued. On 6 June, it was laid as far as forest section No. 156. The rails of the connecting track were screwed to the ties and the rails of the spur track were fitted with nails. Bauunion Brandenburg received orders from the Soviet construction staff to construct the road bed of the connecting track at the intersection

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with the Gross Doelln-Vietmannsdorf road, in accordance with prescribed standards.

5. A total of 26 pipes consisting of red-brown drainage tubes, about 30 cm. long and 10 cm. in diameter and arranged closely together, lay in a north-south direction in the middle of the excavation for the runway. The pipes covered the width of the entire runway. A foreman stated that they were laid for cables.<sup>1</sup>
6. Supplies received from 8 February to 26 May 1953 included 9,945 tons of Portland cement, 13,761.91 tons of 7/15 type chippings, and 37,584.01 tons of gravel. Between 8 February and 4 June, the following material arrived: 10,506 tons of Portland cement, 15,605.10 tons of 7/15 type chippings, 21,239.73 tons of 15/30 type chippings, 47,903.19 tons of gravel, and 517.2 tons of coal.
7. The Soviet workers and guard detail vacated the temporary buildings of the billeting area in late May and moved to the administrative building in the area of the new quarters. The temporary buildings were then made available to Bauunion Brandenburg in which to quarter construction workers whose quarters were overcrowded.
8. From a construction order received during the last days of May source determined that the runway was scheduled to be covered with 495 concrete slabs, each 7 meters long x 7.4 meters wide, and 11 slabs wide.<sup>1</sup>
9. Holes, each about 7 meters deep, 25 meters wide, and 60 meters long, were excavated in the two cleared areas on the northern edge of the woods east of Vietmannsdorf-Gross Doelln road.
10. In late May, the quartering buildings, in forest section No. 126, were completed except for some work on the interior.
11. On 12 June, two concrete strips of the runway, each 7.4 meters wide, were completed on the entire length of the runway. Work on two additional strips from the west was completed as far as forest section No. 190. Some of the completed concrete slabs showed cracks, as was reported previously. Allegedly, the runway was to be completed by 1 October 1953.<sup>1</sup>
12. The work time of the concrete workers was increased to 10 hours per day. There were two shifts, one working from 6 a.m. to 4 p.m. and the other from 4 p.m. to 2 a.m. Additional mixing machines were to be used on 15 June.
13. The clearing of woods was conducted on a large scale during May and early June. Rooting of stumps was to be done in mid-June. The purpose of the clearings could not be determined as no surveying was under way.
14. A switch was being installed on the second railroad track about 80 meters east of the Vietmannsdorf-Gross Doelln road.
15. Wooden markers, about 40 meters apart, were erected along the runway. Prior to 6 June, concrete strips 1 and 5 had been completed as far as marker No. 79, strip 2 as far as marker No. 29, and strip 3 to a length of 3,500 meters. Work on strip 4 was not yet started.
16. Work on the runway involved leveling the cleared ground by means of a tractor with a scraper blade. Then the ground was compacted by means of a mobile Diesel rammer. The surface was then smoothed by a leveler and hand work. Subsequently, the runway was staked off by pegs and the concrete forms were put in place. The soil within the forms was then wetted for the first time, compacted by hand rammers, and covered with felt paper. The concrete mixture was then poured to a depth of 40 cm.<sup>1</sup>

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17. Measuring vats which had been built for mixing the concrete, in proper proportions were not generally used, in order to save time. They remained, however, near the mixing machines and were used when inspections and checks were held by the Soviets.
18. The concrete slabs on the runway had a length of 7 meters and a width of 7.4 meters. During construction work, however, differences in the width of up to 7 cm. were observed. No means of compensating these differences could be determined up to 6 June.<sup>1</sup>
19. Some of the completed concrete slabs showed cracks. Construction superintendent Kunze (fnu) said that this was the result of poor mixing in the concrete mixing machines as a check on such a crack proved that the percentage of chippings in the concrete mixture was too high. Although the material was to be mixed for at least 3 minutes it was observed that the procedure actually lasted only 1.5 to 2 minutes. The production quota would not be fulfilled if the mixture were allowed to be mixed the required time of 3 minutes.
20. Cement which arrived in sacks came from Karsdorf. Some of the sacks bore the inscription Portland cement, mark 325 Din 1164 and were marked by blue stripes along the bottom edge. Other sacks had only the inscription Karsdorf.<sup>1</sup>
21. The concrete expansion joint between the individual concrete slabs was 24 cm. wide. The set up of the expansion joints was changed. Source made a sketch of such an expansion joint.<sup>3</sup>
22. In early June, the Vietmannsdorf-Gross Doelln road was declared off limits. South of the runway, in line with the personnel's office, was a gate with a guard station, where factory police checked the incoming and outgoing persons. Another barrier was at the intersection of the road and the railroad line, where Soviet soldiers wearing red-bordered black epaulets were posted. A third barrier, which was also guarded by soldiers wearing red-bordered black epaulets, was about 300 meters north of the runway. The Gross Doelln - Grossvaeter road, which ran through the wooded area was released for public traffic and was free of control.
23. On 30 May, 3-story brick buildings were observed at the field. In some of them, fitting work was under way. One building, which housed the Soviet administration office, had the designation Romanenkov Headquarters.<sup>4</sup> All documents observed there bore the same designation. Source believed that the path between the temporary building which housed the administration of the Bauunion and the brick buildings was to be paved. Road construction material had already been stored on both sides of the path.
24. Clearing work in forest sections Nos. 194 and 190, which was reported previously, was completed between the runway and the taxiway in early June 1953. Clearing work was also completed on the entire length of the taxiway south of the runway and uprooting was done west of Vietmannsdorf-Gross Doelln road. East of this road, the cut timber was shipped away. Clearing work was also being done on a strip, about 100 meters wide, outside of the northern and southern fence around the field and as far as forest sections Nos. 218, 220, 162, and 163. This work which was being done for fire precaution, was conducted by the forest administration and not by the Bauunion.<sup>1</sup>
25. [redacted] a total of 2,081 workers under the supervision of construction superintendent Kotsz (fnu) were employed at the field on 1 June 1953.
26. On 3 June, leading members of the Bauunion Brandenburg conferred with some unidentified members of a ministry in order to determine the number of construction workers who could be replaced by convicts.

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- 25X1 27. During a conference of the leading members of the Bauunion Brandenburg on 10 June, a hint was dropped that in the future, Soviet Army and VP construction projects would be no longer be carried out by civilian Bauunions. It appeared doubtful whether work on the runway at Schorfheide airfield will be allowed to continue.
- 25X1 1. ☐ Comment. Work on the runway of Schorfheide airfield progressed in accordance with the plan. ☐
- 25X1 ☐ If work continues at the same rate, the runway will be completed by early October 1953. The course of the taxiway south of the runway has not been determined.
- 25X1 2. ☐ Comment. Lieutenant Colonel Shumotov replaces Colonel Kirik (fnu), who returned to the USSR.
- 25X1 3. ☐ Comment. <sup>s</sup> or sketch of expansion joint, see Annex.
- 25X1 4. ☐ Comment. Romanenkov, whose grade is unknown, is the representative of the Soviet construction staff, Werder, at Schorfheide airfield.

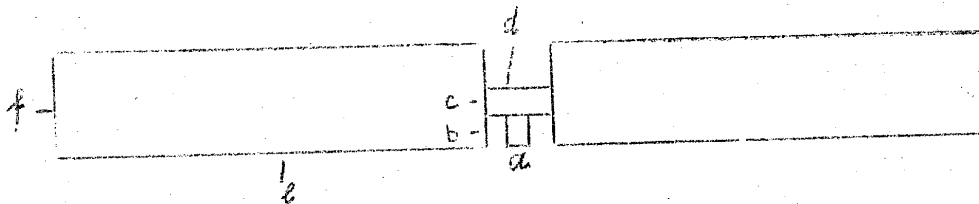
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Annex 

Concrete Layers with Expansion Joints Observed on the Runway at  
Schorfheide Airfield



$a = 8 \text{ cm.}$   
 $b = 10 \text{ cm.}$   
 $c = 14 \text{ cm.}$   
 $d = 24 \text{ cm.}$   
 $e = 7 \text{ m.}$   
 $f = 40 \text{ cm.}$

The set up of the expansion joint was changed by putting the side with section d upward. This was designed to effect a better connecting between the individual concrete slabs and the expansion joints. Before concreting starts, an iron rod, 1 cm. wide, is placed on top of section d. This rod is removed after concreting and thus leaves a joint, 16 cm. deep and 1 cm wide, between the slabs. This joint is filled with a tar product which expands or contracts with prevailing weather conditions.

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